BookletChart™

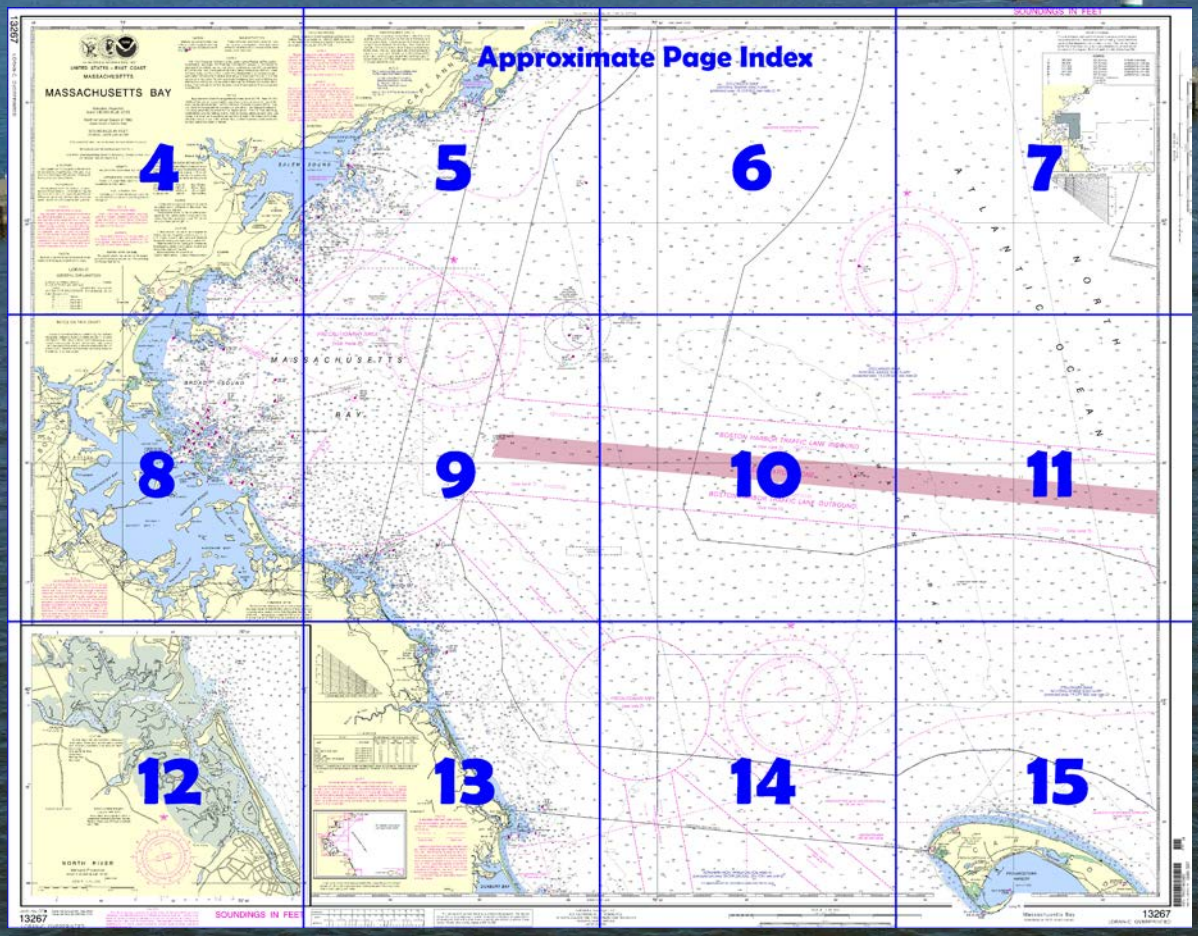
Massachusetts Bay

NOAA Chart 13267

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13267.

(Selected Excerpts from Coast Pilot)
Massachusetts Bay is the body of water lying westward of a line connecting Cape Ann Light on Teacher Island with Race Point Light on the northwestern extremity of Cape Cod, about 38 miles south-southeastward. It includes Boston Harbor and Cape Cod Bay. Between Cape Ann Light and Boston Harbor, 24 miles to the southwestward, the principal harbors are Gloucester, Beverly, Salem, Marblehead, and Lynn, all available to vessels of moderate draft.
New Inlet, on the north side of **Fourth Cliff** and 2 miles southward of Scituate Harbor, is the approach to North River and South River.
The inlet had a reported depth of about 10 feet over the bar in 1979. It is marked by a fairway bell buoy off the entrance and by several channel buoys, but the channel is subject to change and is never entered except by small craft with local knowledge. Strangers should not attempt to cross the bar on the ebb with an easterly wind or in heavy seas as waves break across the bar. The bar consists of boulders that are reported to be particularly numerous on the south side of the inlet. A strong current flows out of the inlet during the falling tide.
In 1993, a submerged rock was reported near the center of the channel about 20 yards southwest of Buoy 4.
Sand and gravel were formerly shipped from a wharf on the east bank about 1 mile above the mouth of **Herring River,** a tributary of North River from the north. Uncharted private buoys that are frequently shifted with changing conditions mark the river. In 1979, it was reported that with local knowledge about 4 feet could be carried to the wharf and to a marina in a basin about 0.4 mile above the wharf. The marina boatyard has a 25-ton mobile hoist that can haul out craft up to 60 feet in length for hull and engine repairs, or dry covered or open winter storage. Gasoline, diesel fuel, electricity, water, and a pump-out facility are available at the floats, which have a reported 3 to 6 feet alongside. Ice, provisions, and marine supplies can be obtained at the marina, and restaurants are available nearby.
North River formerly emptied into the sea near **Rexhame,** but its present outlet dates from the great storm of 1898. The river has been partly cleared of boulders to **Hanover,** 10 miles above the entrance. The depth to this point is about 2 feet. Local knowledge is advisable to navigate the river. Navigation at spring tides in excess of 9 feet above mean low water is difficult because of flooding of large areas of marshland on either side of the river. The channel to the State Route 3A bridge is partially marked by privately maintained stakes in the summer. There are two marinas at the first highway bridge. The one on the north bank just east of the bridge is principally for outboards; a pump-out facility, a small-craft launching ramp, and a 20-ton crane are at the facility. The marina on the south bank just west of the bridge has gasoline, a pump-out facility, and water available at a float which had 3 feet of water reported alongside and a paved small-craft launching ramp. Outboard boat rental and bait are available.
About 1.5 miles above the first highway bridge, at Kings Landing, is a boatyard. Boats up to 40 feet in length are hauled out on skids for hull and engine repairs or open winter storage. The river has a posted **speed limit** of 5 miles per hour.
South River, emptying through New Inlet from southward, is used by fishermen and yachtsmen. **Humarock** is a small village on the beach between South River and the ocean, 1.5 miles southward of New Inlet. Local knowledge of the river channel is advisable to navigate to the town. In 1979, the reported controlling depth was 3 feet from the entrance to the first bridge and thence shoaling to bare about 350 yards above this bridge. In 1985, a sunken wreck was reported in the channel in about 42°08'50"N., 70°42'10"W.
A **speed limit** of 5 miles per hour is posted on the river.
The Marshfield Yacht Club is on the west bank about 0.3 mile above the first highway bridge; a depth of 4 feet is at the float landings. Water and electricity are available at the floats. The **harbormaster** can usually be found here. There is a boatyard on **Littles Creek** about 0.5 mile northwestward of the first bridge. Boats up to 40 feet in length are hauled out at high water for dry winter storage and minor repairs.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Boston	Commander 1st CG District Boston, MA	(617) 223-8555

Table of Selected Chart Notes

Corrected through NM Feb. 19/11
Corrected through LNM Feb. 8/11

Mercator Projection
Scale 1:80,000 at Lat. 42°20'

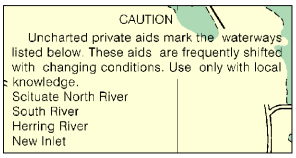
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CAUTION

Uncharted private aids mark the waterways listed below. These aids are frequently shifted with changing conditions. Use only with local knowledge.

Scituate North River
South River
Herring River
New Inlet



NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown. The U.S. Food and Drug Administration and the National Marine Fisheries Service advise all commercial and recreational fishermen to avoid harvesting fish and shellfish from the vicinity of the industrial waste site due to the undetermined location of numerous toxic waste and low level radioactive waste containers.

13267

05' 71° 55' 50'

35'

42° 30'

25'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES – EAST COAST

MASSACHUSETTS

MASSACHUSETTS BAY

Mercator Projection
Scale 1:80,000 at Lat. 42°20'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ———

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

NOTE C

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approach to Boston Harbor, but are not intended in any way to supersede or alter the applicable Rules of the Road. The separation zone is intended to separate inbound and outbound traffic and to be free of ship traffic. The separation zone should not be used except for crossing purposes. When crossing traffic lanes and the separation zone use extreme caution.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.

HEIGHTS

Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilots 1 and 2 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE B

PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels operating between Boston Harbor and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

BOSTON NORTH CHANNEL

The project depths are 40 feet in the eastern part and 35 feet in the western part. For controlling depths see chart 13270.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

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Report all spil
National Respons
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Navigation re
Coast Pilot 1. Ad
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Concord, MA.
Refer to chart

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NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Boston, MA	KHB-35	162.475 MHz
Hyannis, MA	KEC-73	162.550 MHz
Essex Marine, MA	WNG-574	162.425 MHz
Stratham, NH	KZZ-40	162.450 MHz

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

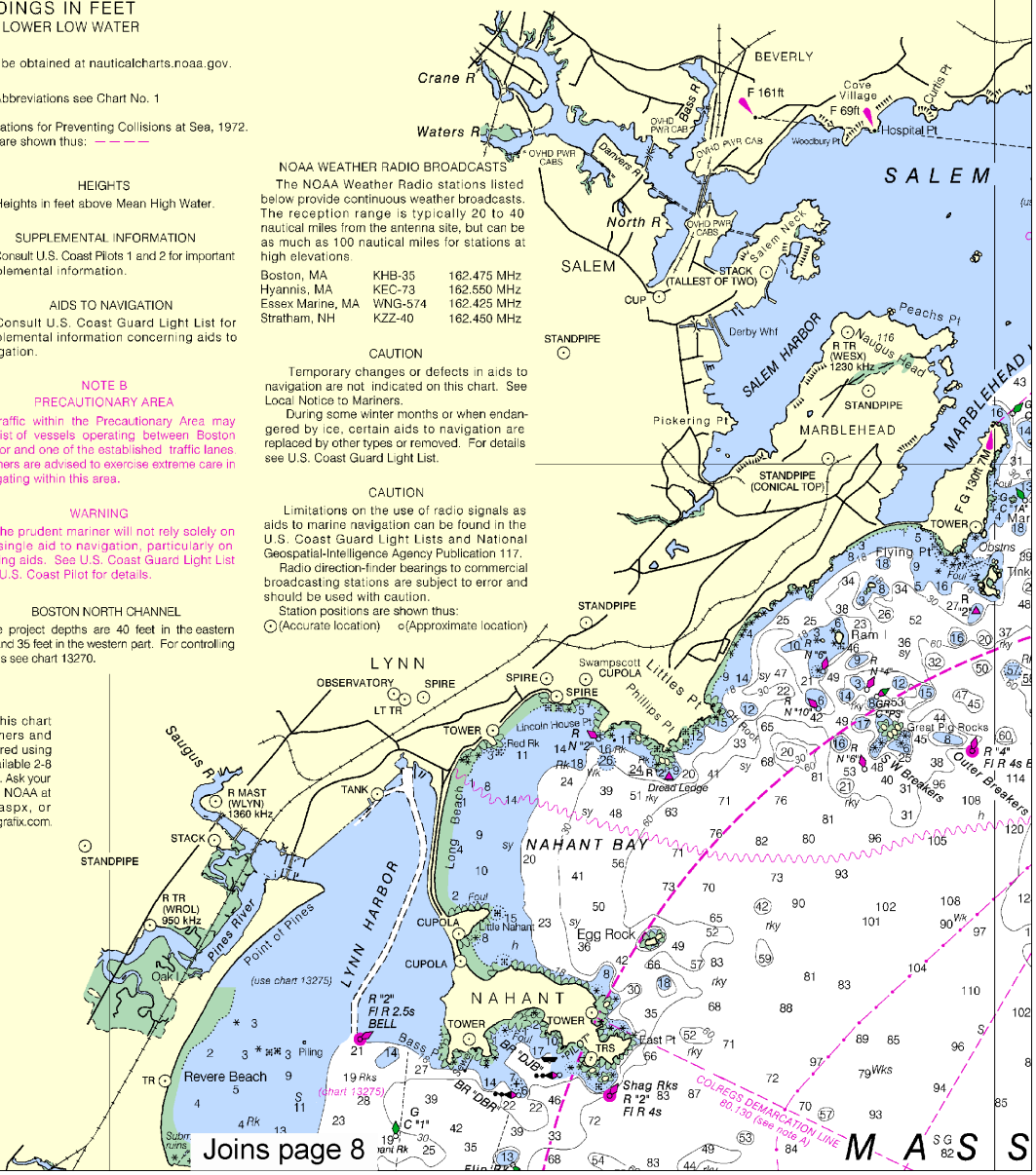
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)



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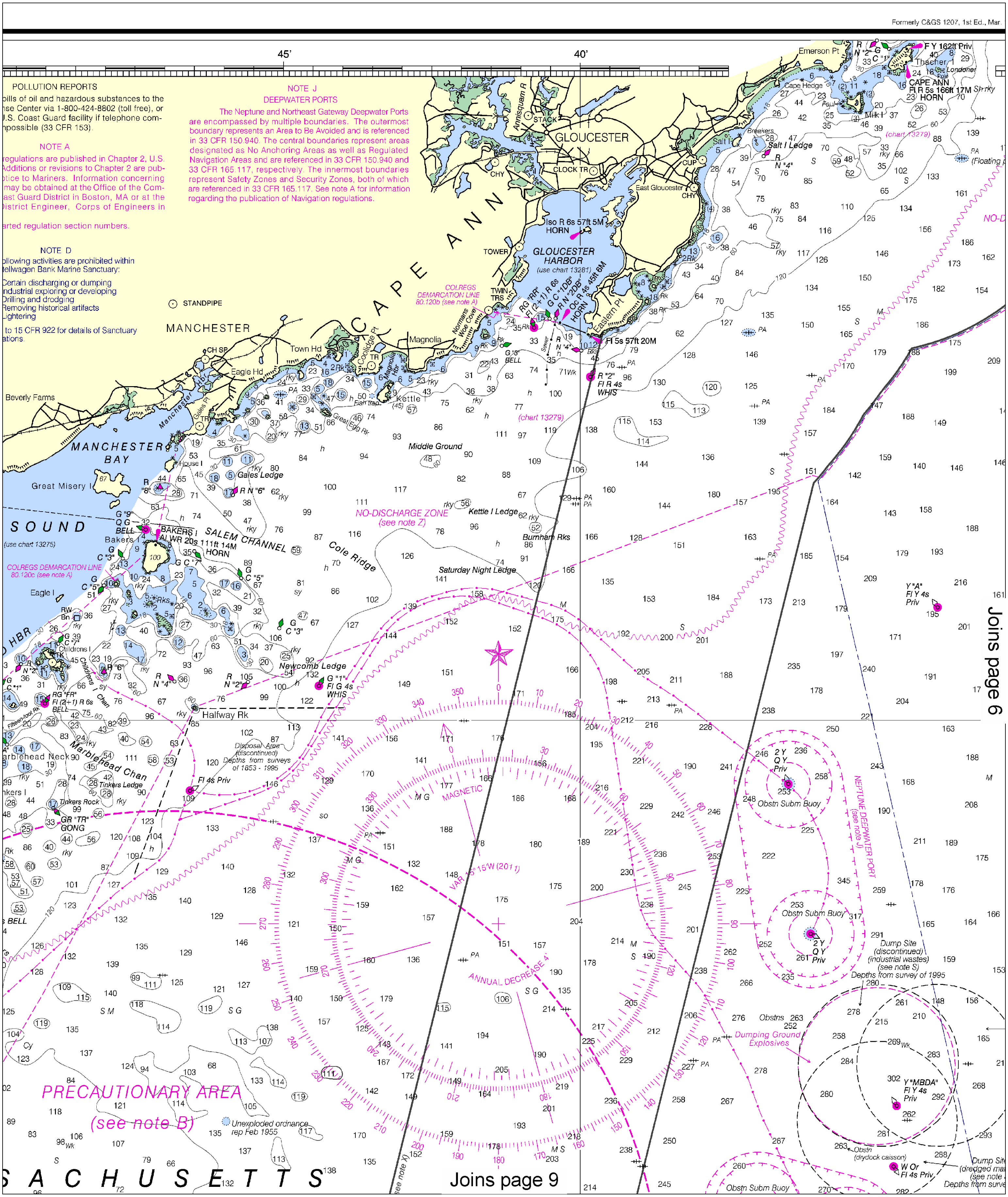
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

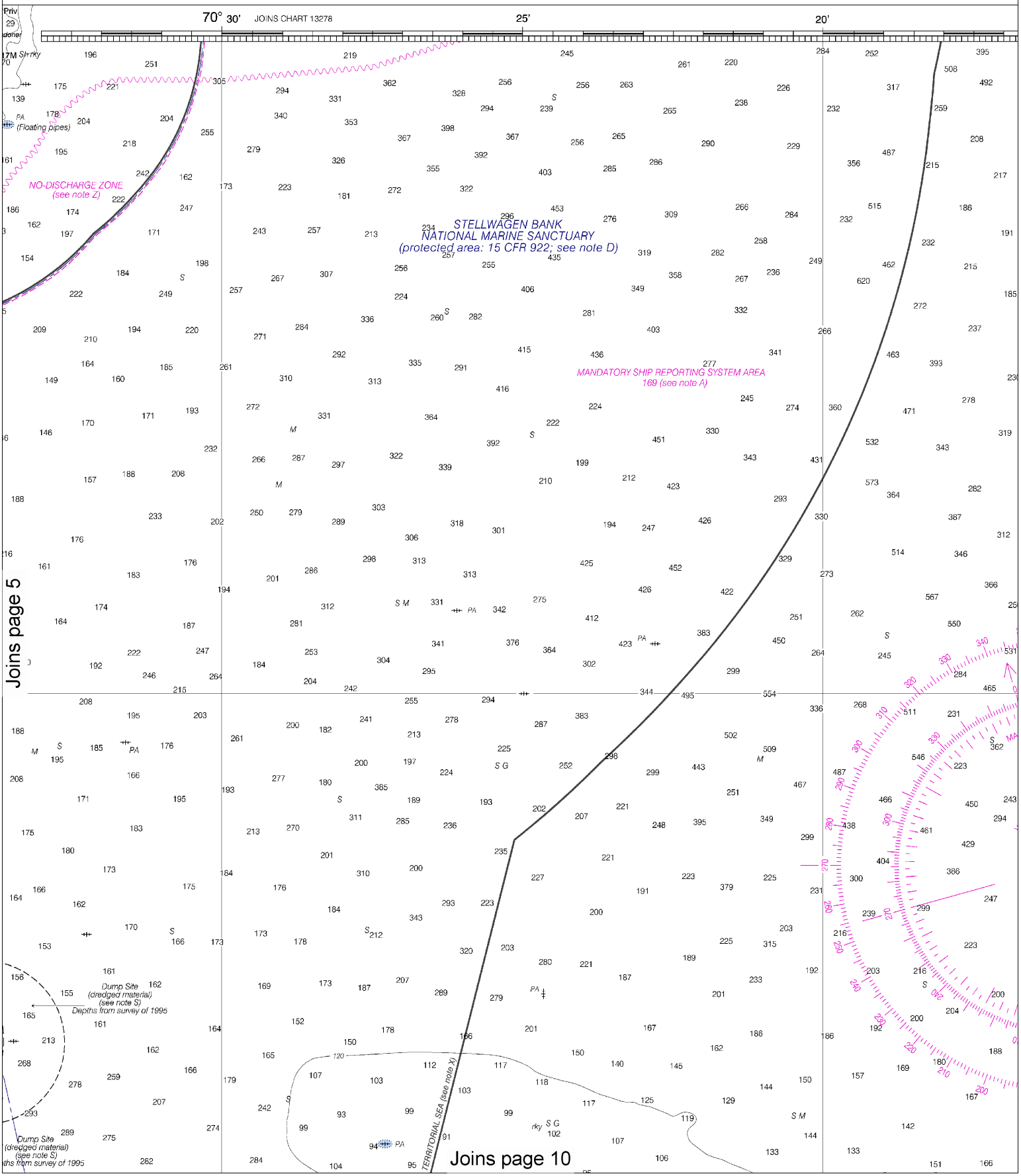
Yards
1000 0 2000 4000 6000 8000 10000

4

Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:114286. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



6

Note: Chart grid lines are aligned with true north.

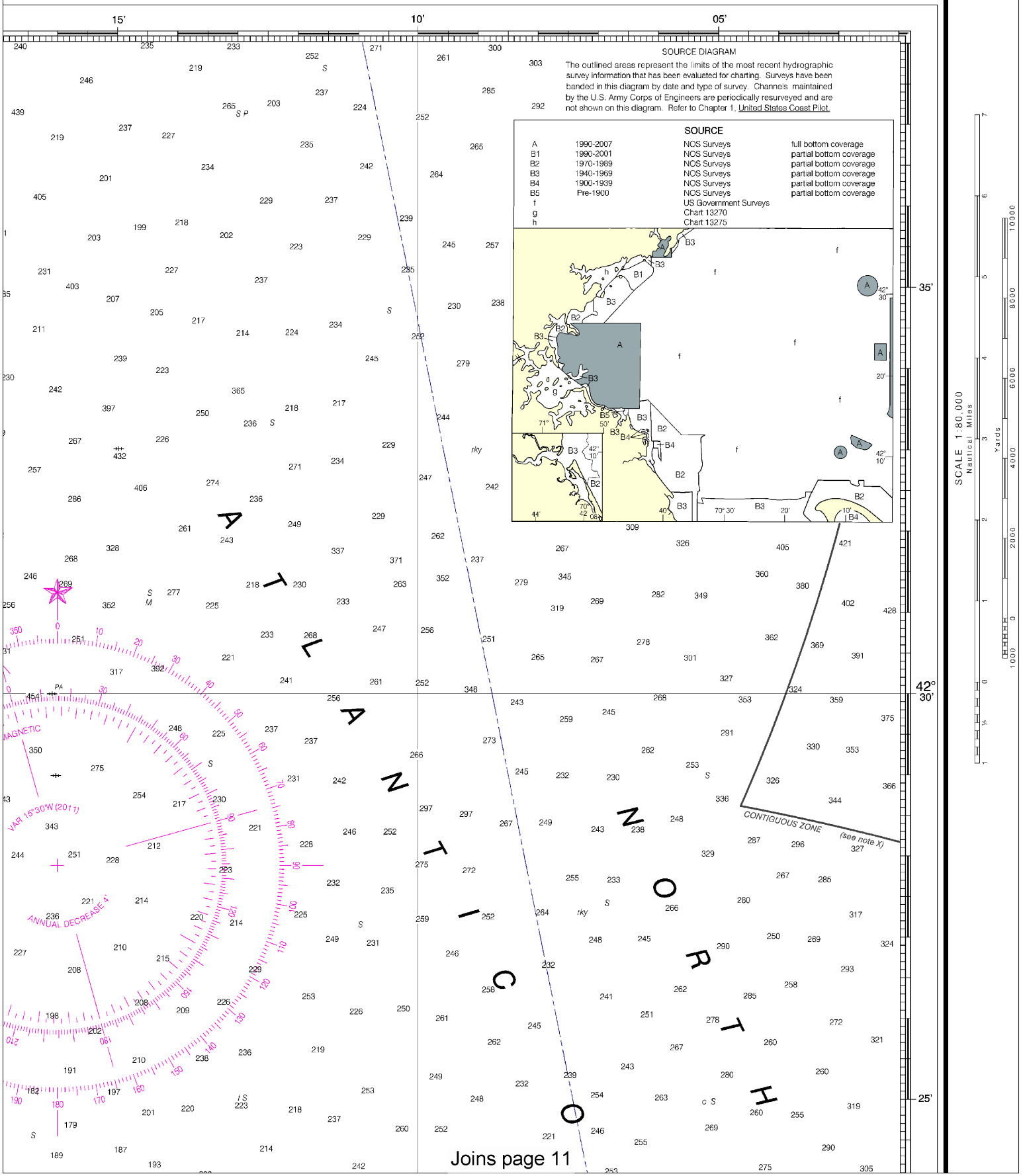
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

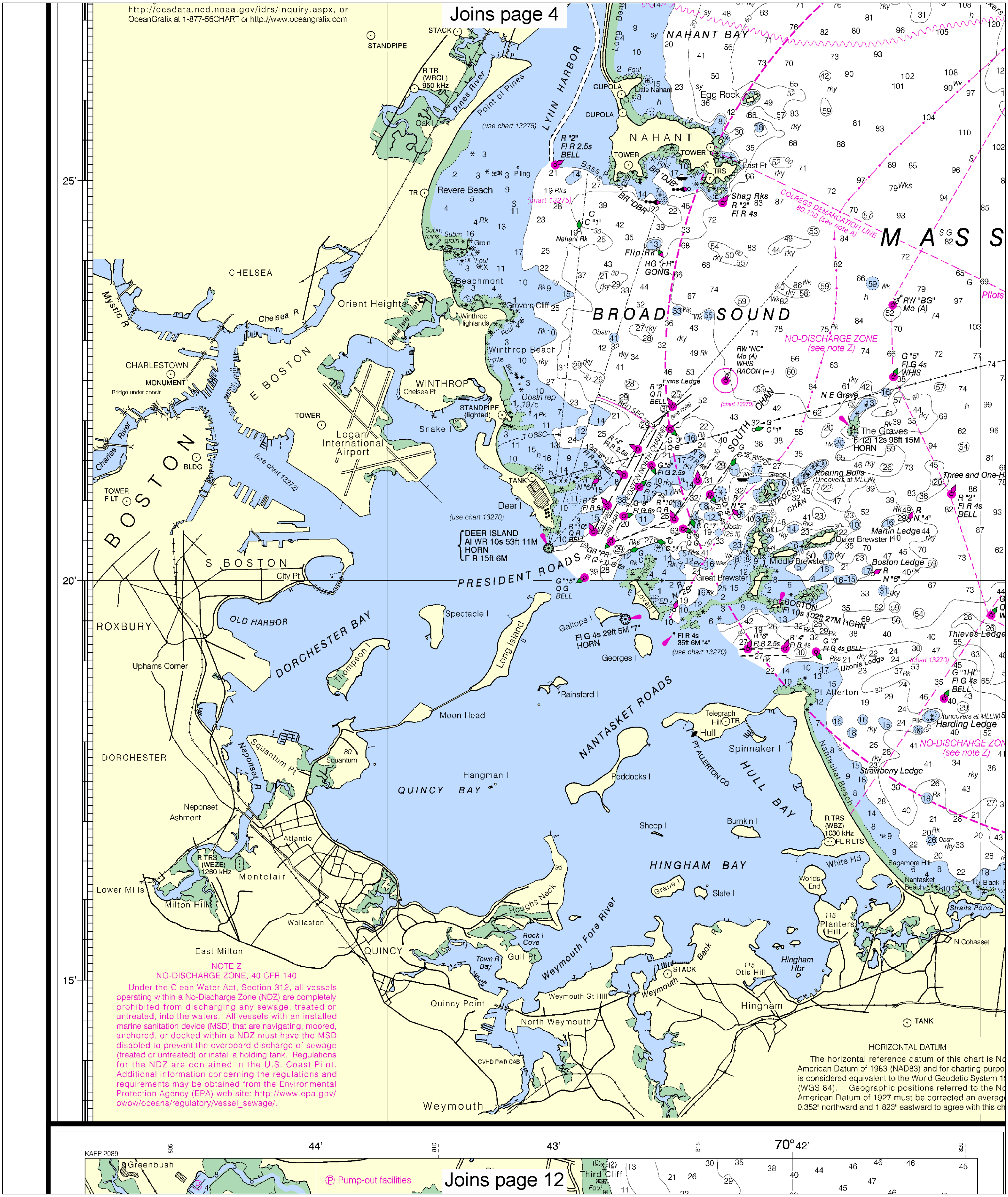
Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.

SOUNDINGS IN FEET



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0413 1/22/2013,
NGA Weekly Notice to Mariners: 0613 2/9/2013,
Canadian Coast Guard Notice to Mariners: 1112 11/30/2012.



Printed at reduced scale. SCALE 1:80,000 See Note on page 5.

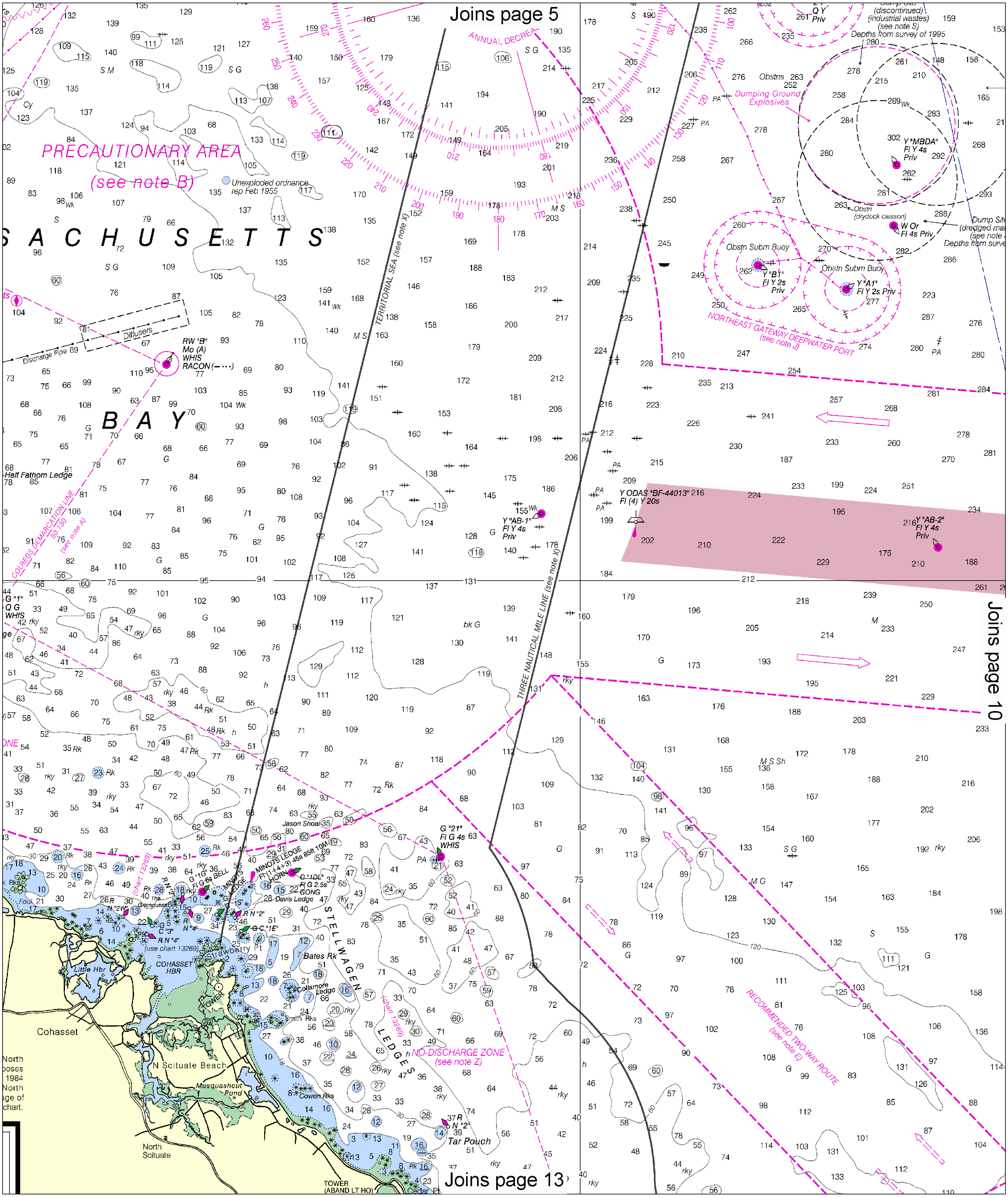
Nautical Miles

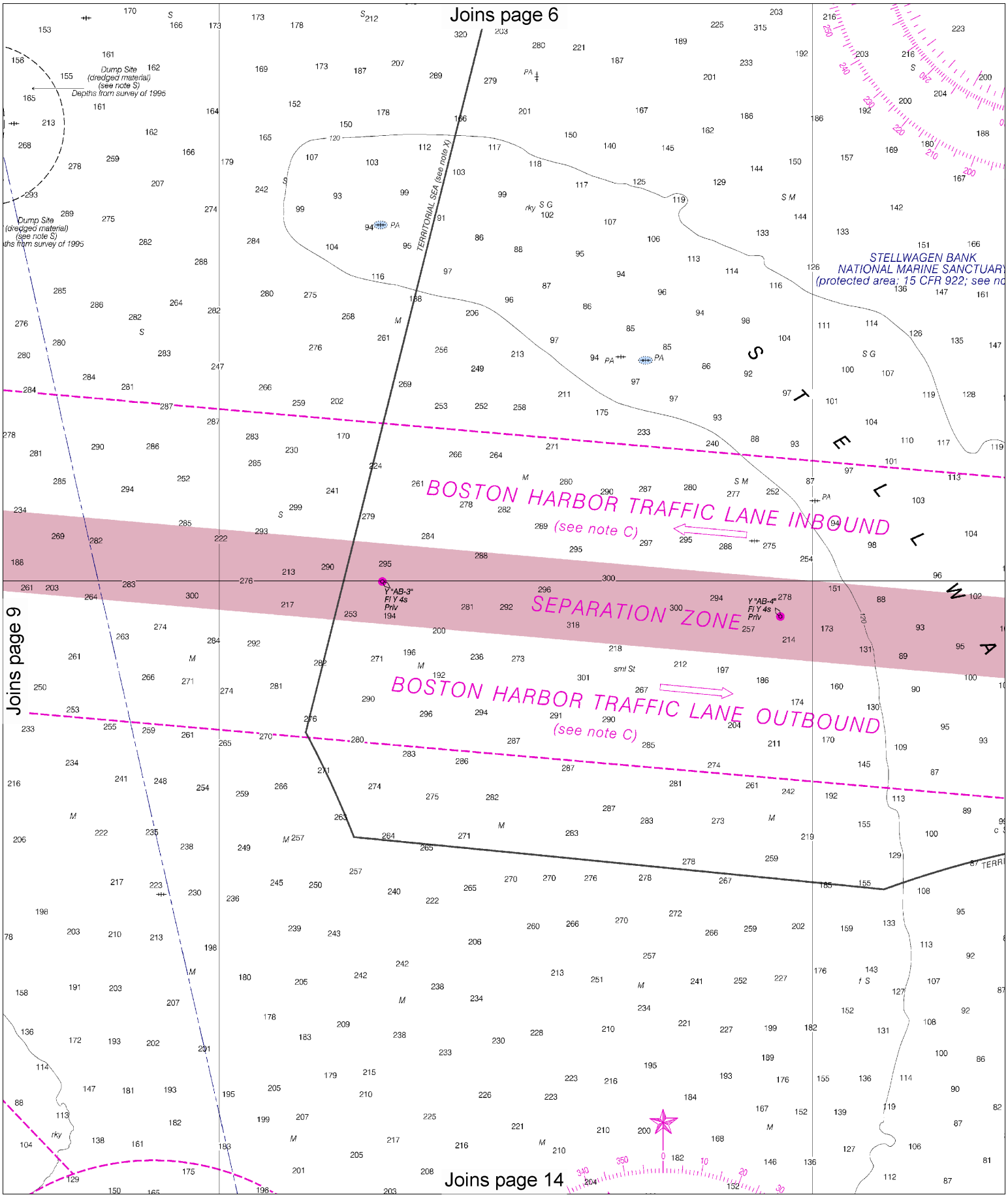
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

Note: Chart grid lines are aligned with true north.


Joins page 5
Joins page 10
Joins page 13
PRECAUTIONARY AREA
(see note B)
MASSACHUSETTS BAY
Unexploded ordnance rep Feb 1955
TERRITORIAL SEA (see note X)
THREE NAUTICAL MILE LINE (see note X)
ANNUAL DECREASE
Dumping Ground Explosives
Dump Site (discontinued) (industrial wastes) (see note S)
Depths from survey of 1995
Y "MBDA" Fl Y 4s Priv
Obstn Subm Buoy
Y "B1" Fl Y 2s Priv
Y "A1" Fl Y 2s Priv
NORTHEAST GATEWAY DEEPWATER PORT (see note J)
W Or Fl 4s Priv
Dump Site (dredged material) (see note) Depths from survey
Diffusers
Discharge Pipe
RW "B" Mo (A) WHIS RACON
Half Fathom Ledge
COLREGS DEMARCATION LINE 80.130 (see note A)
Y ODAS "BF-44013" Fl (4) Y 20s
Y "AB-1" Fl Y 4s Priv
Y "AB-2" Fl Y 4s Priv
G "1" Q G WHIS
Jason Shoal
MINOTS LEDGE Fl (1+4+3) 45s 85ft 10M HORN
G "1DL" Fl G 2.5s GONG
Davis Ledge
G "21" Fl G 4s WHIS
STELLWAGEN LEDGES
NO-DISCHARGE ZONE (see note Z)
RECOMMENDED TWO-WAY ROUTE (see note E)
COHASSET HBR
Little Hbr
Cohasset
Strawberry Pt
Bates Rk
Collamore Ledge
Smith Rks
Cowen Rks
N Scituate Beach
Musquashcut Pond
North Scituate
Tar Pouch
R N "2"
TOWER (ABAND LT HO)
Cedar Pt
(chart 13269)
(use chart 13269)



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

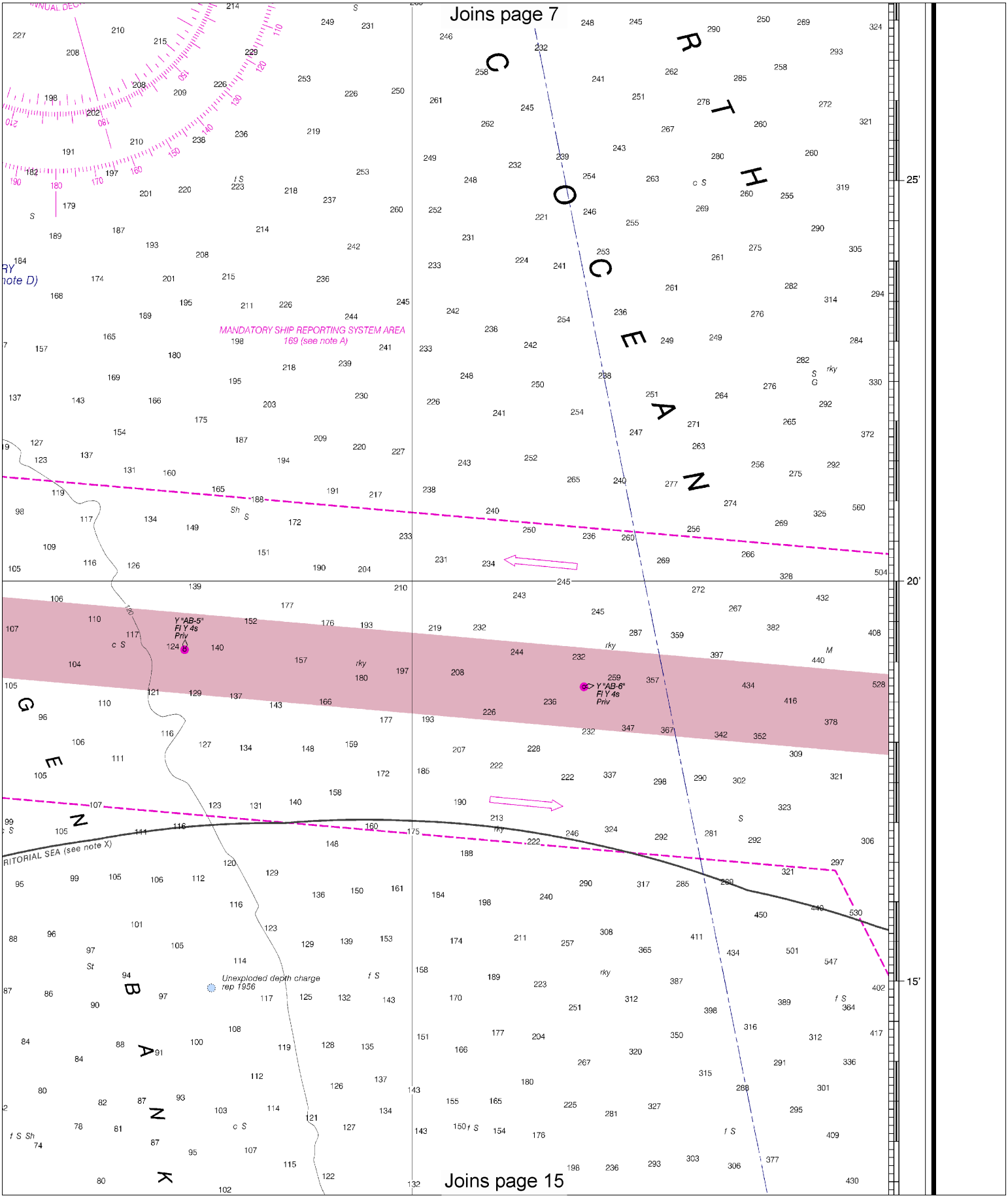
Nautical Miles

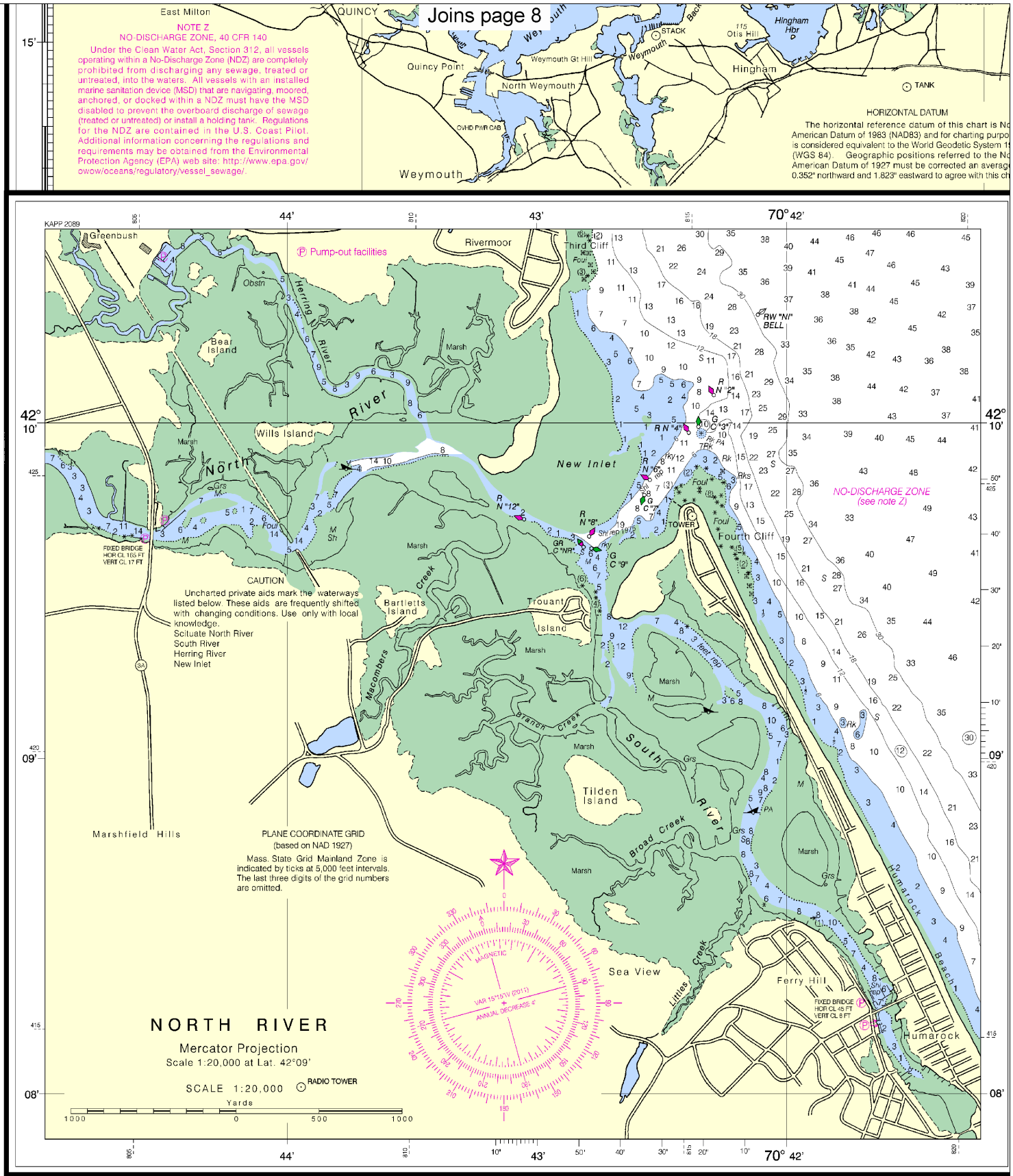
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 7
NORTH SEA
MANDATORY SHIP REPORTING SYSTEM AREA
169 (see note A)
Y "AB-5"
Fl Y 4s
Priv
Y "AB-6"
Fl Y 4s
Priv
Unexploded depth charge
rep 1956
TERRITORIAL SEA (see note X)
GERMAN BANK
25'
20'
15'
Joins page 15



35th Ed., Feb. / 11 ■
Corrected through NM Feb. 19/11
Corrected through LNM Feb. 8/11

13267

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FEET

12

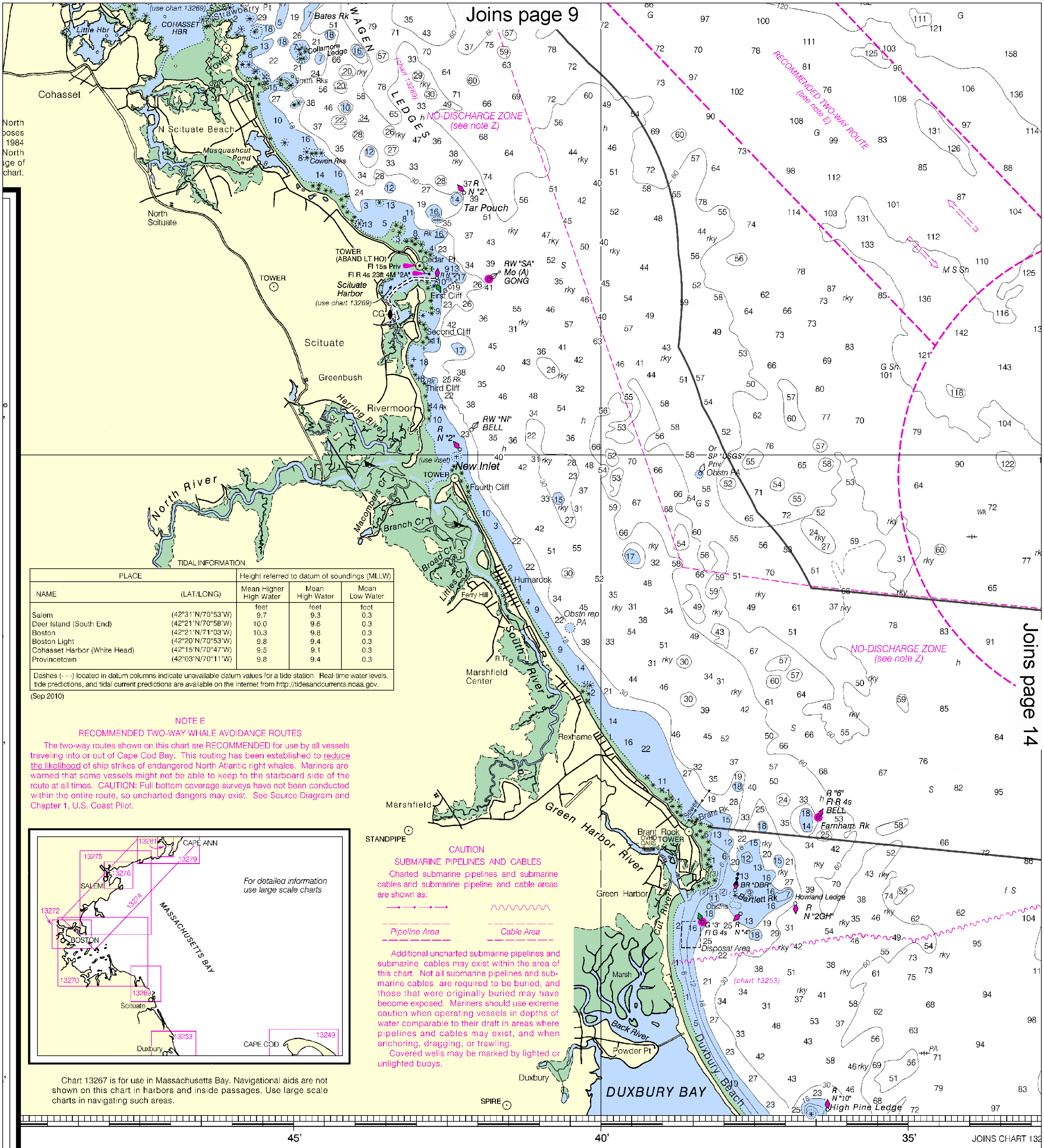
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

See Note on page 5.



TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Salem	(42°31'N/70°53'W)	9.7	9.3	0.3
Deer Island (South End)	(42°21'N/70°58'W)	10.0	9.6	0.3
Boston	(42°21'N/71°03'W)	10.3	9.8	0.3
Boston Light	(42°20'N/70°53'W)	9.8	9.4	0.3
Cohasset Harbor (White Head)	(42°15'N/70°47'W)	9.5	9.1	0.3
Provincetown	(42°03'N/70°11'W)	9.8	9.4	0.3

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Sep 2010)

NOTE E
RECOMMENDED TWO-WAY WHALE AVOIDANCE ROUTES

The two-way routes shown on this chart are RECOMMENDED for use by all vessels traveling into or out of Cape Cod Bay. This routing has been established to reduce the likelihood of ship strikes of endangered North Atlantic right whales. Mariners are warned that some vessels might not be able to keep to the starboard side of the route at all times. CAUTION: Full bottom coverage surveys have not been conducted within the entire route, so uncharted dangers may exist. See Source Diagram and Chapter 1, U.S. Coast Pilot.

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area   Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

Chart 13267 is for use in Massachusetts Bay. Navigational aids are not shown on this chart in harbors and inside passages. Use large scale charts in navigating such areas.

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102

METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Published at Washingto
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NATIONAL OCEANIC AND ATMOSPHE
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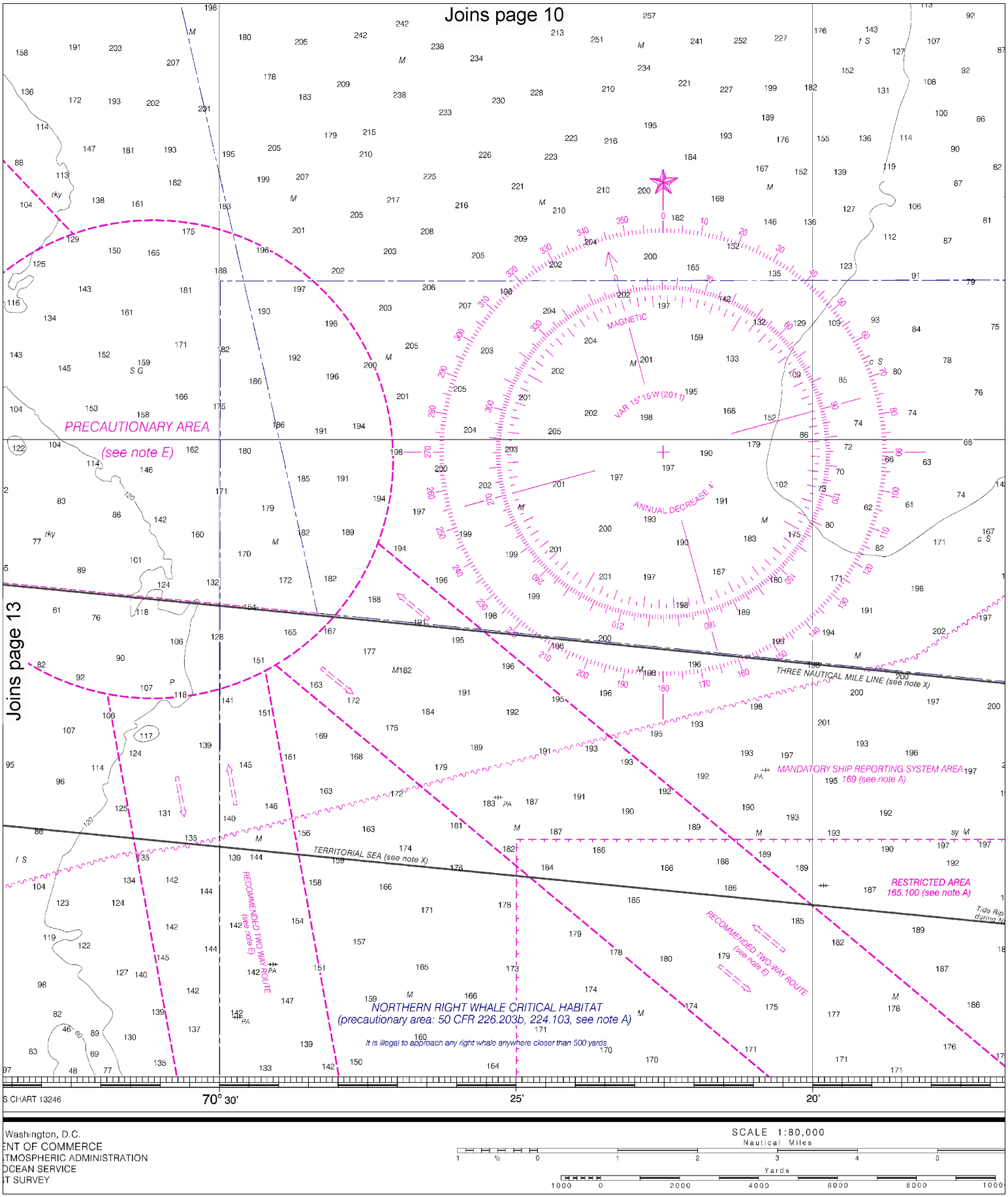
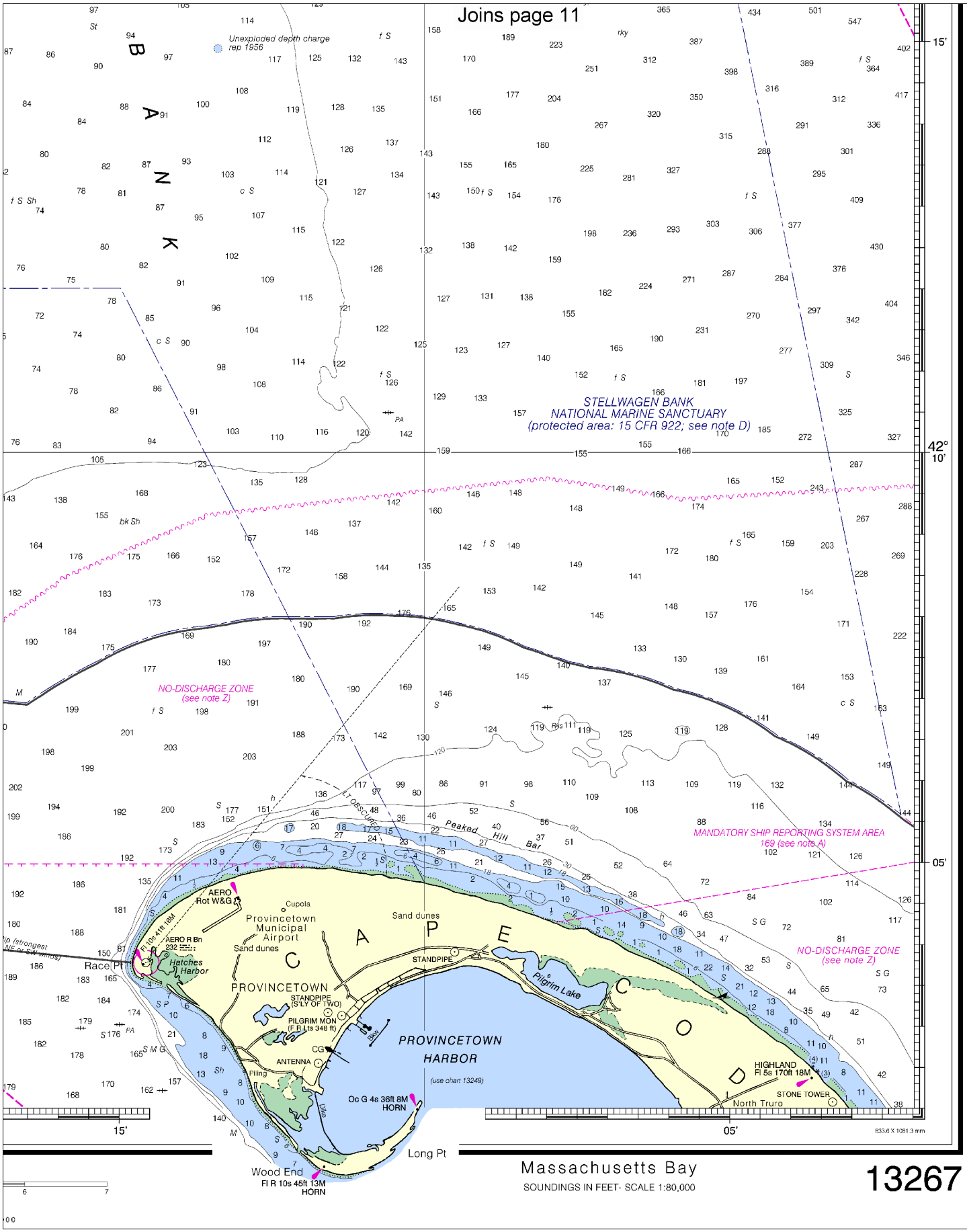


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ Nautical Miles

See Note on page 5.



Massachusetts Bay

SOUNDINGS IN FEET- SCALE 1:80,000

13267

ED NO. 35

NSN 7642014010420 NGA REFERENCE NO. 13AHA13267

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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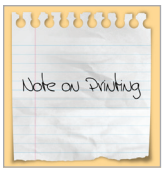

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker